

Retrospective change of use from a vehicle crash repair site to a metal recycling facility and parking of two skip hire delivery lorries at Unit 1, Park Farm Close, Park Farm Industrial Estate, Folkestone, Kent, CT19 5DU – SH/12/1032 (KCC/SH/0333/2012)

A report by Head of Planning Applications Group to Planning Applications Committee on 12 February 2013.

Application by Johnson's Recycling Ltd for Retrospective change of use from a vehicle crash repair site to a metal recycling facility and parking of two skip hire delivery lorries at Unit 1, Park Farm Close, Park Farm Industrial Estate, Folkestone, Kent, CT19 5DU – SH/12/1032 (KCC/SH/0333/2012)

Recommendation: Permission be granted subject to conditions.

Local Member: Richard Pascoe

Classification: Unrestricted

Site

1. Unit 1 Park Farm Close is located at the end of a cul-de-sac within the established employment area for offices, warehousing and distribution at the Park Farm Industrial Estate in Folkestone.
2. To the north of the site there is an existing waste facility operated by the Countrystyle Group. To the south, there are offices and car parking. To the east, across Park Farm Close, there is a warehouse occupied by East of India Company, part of which is also used for the storage of skips operated by the Countrystyle Group. To the west, there is a warehouse and yard occupied by Park Farm Joinery.
3. The nearest residential properties to the site are approximately 85m to the north east on Downs Road. These are generally single storey bungalows where they back onto the skip storage yard within the industrial estate although the properties are two storey further north and south. Those to the north are in a more elevated position.
4. The site is gated and fenced and comprises a hardstanding yard and a 420m² semi detached warehouse building. The total site area is 0.08 hectares.

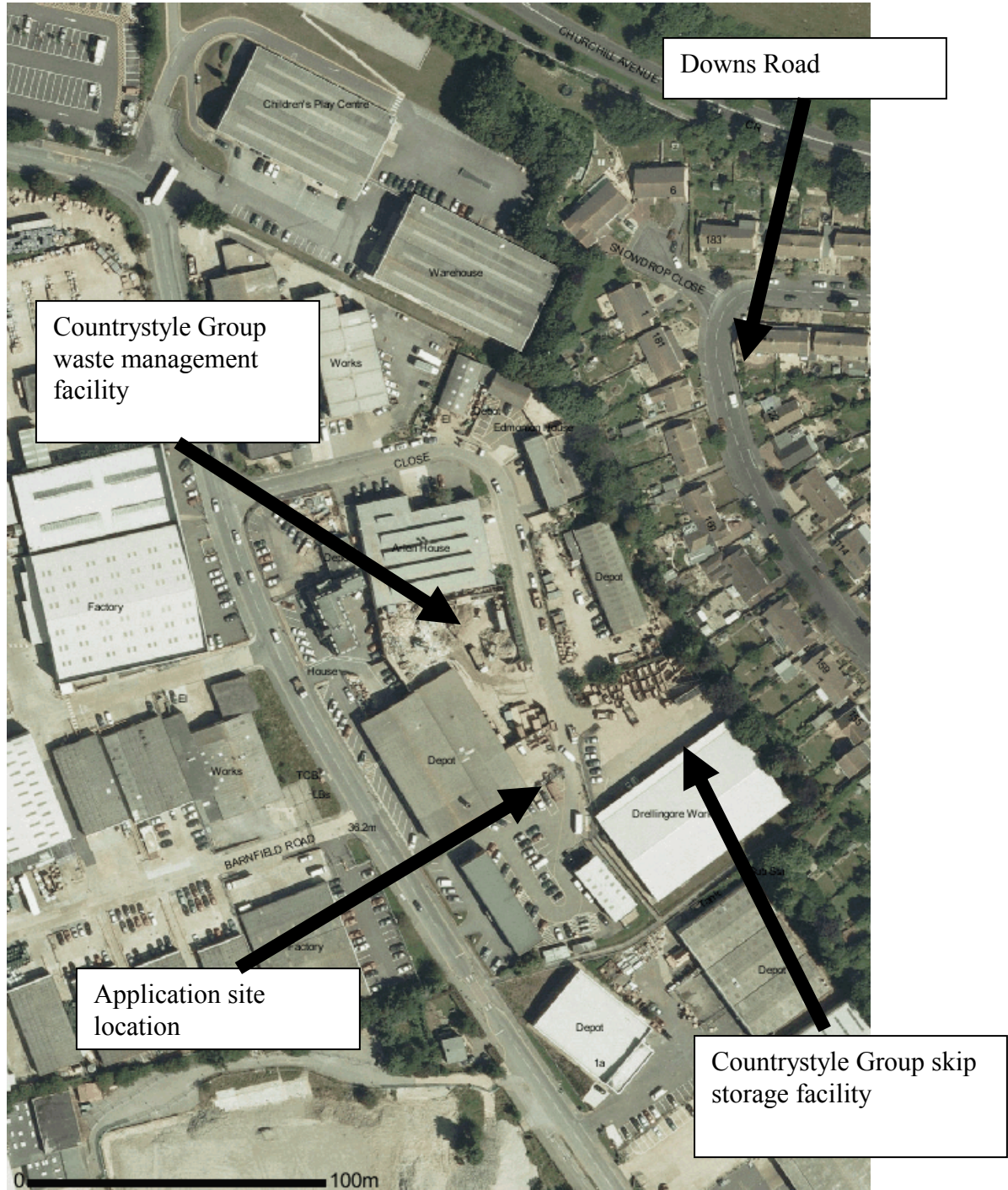
Proposal

5. This is a retrospective application for a change of use from a vehicle crash repair site to a metal recycling facility with the parking of two skip hire delivery vehicles. Planning permission for the vehicle crash repair site was granted by Shepway District Council in January 2003 (reference Y02/1216/SH).

Item C3

Retrospective change of use from a vehicle crash repair site to a metal recycling facility and parking of two skip hire delivery lorries at Unit 1, Park Farm Close, Park Farm Industrial Estate, Folkestone, Kent, CT19 5DU – SH/12/1032 (KCC/SH/0333/2012)

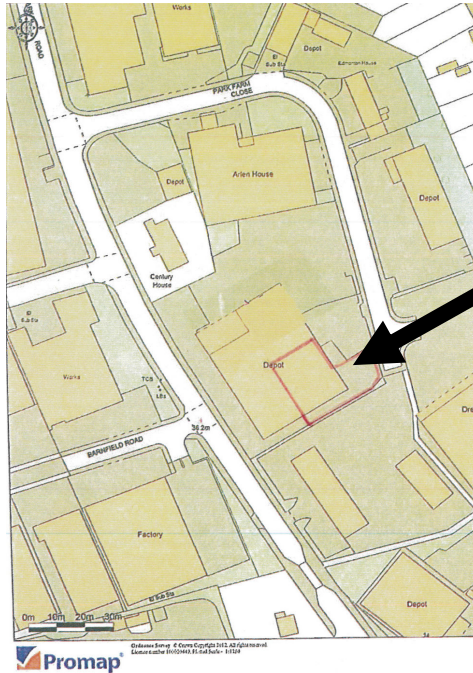
General Location Plan



Item C3

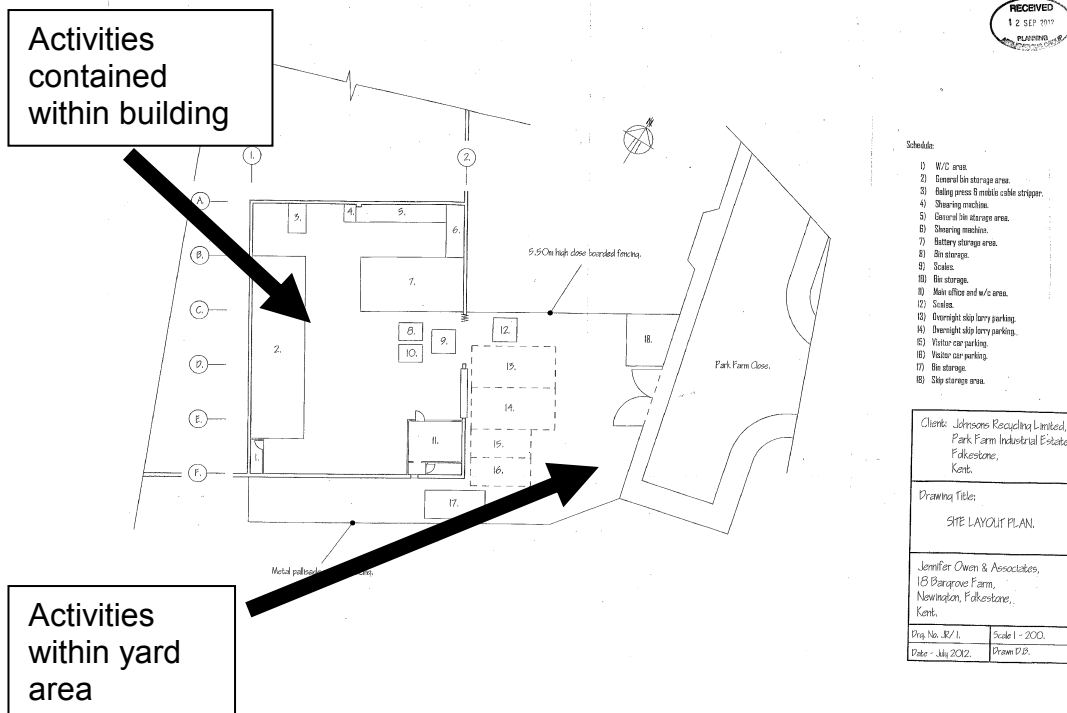
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Application Plan



Application
area Unit 1
Park Farm
Close

Site layout plan



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View of Unit 1 Park Farm Close building and yard area



View of neighbouring waste facility operated by Countrystyle Group acoustic fence



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6. No new building works are proposed. It is proposed that the building and open yard would be used in connection with the metal recycling site for ferrous metals (such as iron, steel and stainless steel) and non ferrous metals (such as aluminium, copper, brass, zinc, lead and nickel).
7. The proposal would provide for a maximum annual operational throughput of 5,050 tonnes per annum (tpa), of which 5,000tpa would be non-hazardous commercial and industrial metal waste and 50tpa would be for the storage of waste batteries which is categorised as hazardous waste storage.
8. The applicant proposes hours of operation between 0730 and 1700 Monday to Friday and 0830 and 1200 Saturday with no operations on Sundays and Bank or Public Holidays. Within these proposed hours the applicant states that the noise generating activities (the receiving of waste, moving waste in the yard and operating machinery in the building) would be restricted to between 0800 and 1600 hours Monday to Friday and 0830 and 1145 hours on a Saturday.
9. Customers would bring metal waste to the site for weighing, sorting, storage, some processing and “bulking up” into larger loads by Johnson’s Recycling. Metals would be off-loaded either onto the scales located in the building or in the yard. Some metals would be taken to the shearer located within the building to be cut into smaller pieces and then transferred into either the indoor or outside storage area. Cables would be taken to the cable stripper located within the building and processed within the building. The separated materials would be stored in the building. Aluminium cans would be taken to the bailer in the building and then stored either within the building or in the yard outside. Waste batteries would also be accepted at the site and would be stored in containers in a battery storage area located within the building before being transferred off site for processing. Materials would be moved around the site by hand or using a metal tipper which is moved to the scales by forklift truck. It is proposed that there would be 4 skips located in the yard for storing metals in. Once the skips are almost full it is proposed that a tracked excavator with a grab fitted to the hydraulic arm would be used to compress the metal in order to make room in the skips for more waste. This could happen up to twice a day. Once there is sufficient sorted and stored waste within the containers, they would be taken off site for further waste processing and recycling.
10. The proposal includes the retention of two parking spaces for cars bringing material to the site and 1 space for light goods vehicles, 4 cycle spaces within the building for staff and 2 HGV spaces for the parking of the two skip hire delivery vehicles overnight. The applicant does not propose to bring skips loaded with general waste back to the site for storage as these would be taken directly to the neighbouring waste management site operated by the Countrystyle Group for emptying. The applicant proposes that only waste destined for metal waste recycling would be brought to the site and that the site would not accept end of life vehicles.

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11. It is proposed to store empty skips from the applicant's skip hire business within the yard. This and the parking for the two skip hire vehicles are considered by the applicant to be ancillary to the metal recycling and storage use. One of the skip vehicles parked overnight would be used during the day for off site collections and the other used during the day to move skips containing sorted metal waste from the proposed site to other sites for further recycling.
12. It is proposed that the site would provide employment for 6 existing full time equivalent employees.

Planning Policy

13. The Government policies and guidance and Development Plan Policies of most relevance to the proposals are summarised below:-
 - (i) **National Planning Policy and Guidance** – the most relevant National Planning Policy is contained in the National Planning Policy Framework (NPPF) 2012, Planning Policy Statement 10: Planning for Sustainable Waste Management (PPS10) revised in 2011 and the Waste Strategy for England 2007.
 - (ii) **Regional Planning Policy** – is set out in the South East Plan (2009). Policies that are particularly relevant to this proposal are CC1 (Sustainable development); NRM1 (sustainable water resources and groundwater quality); NRM2 (water quality); W3 (regional self sufficiency); (W4 sub regional self sufficiency); W5 (diversion of waste from landfill); W6 (recycling and composting); W7 (waste management capacity); and W17 (location of waste management facilities).

***Important note regarding the South East Plan:** Members will already be aware of the relevant South East Plan (SEP) policy considerations in relation to the proposed development, in that The Plan was revoked and later reinstated pending the enactment of the Localism Bill. Members will also be aware that they have to have regard to the policies in the SEP and the Government's intention to abolish the Regional Spatial Strategies (RSS) as material considerations. However the weight to be accorded is a matter for the decision makers. Members will note that the Localism Bill has now been enacted; however the SEP remains in effect until such time as the Government complete the formal process of revoking the Plan. The Government is currently consulting on the likely significant environmental effects of revoking the Plan.*

- (iii) **Kent Waste Local Plan (1998)** – Policies W3 (location criteria); W6 (need); W9 (waste separation and transfer); W18 (control of noise, dust and other impacts); W19 (water resources, leachate and groundwater); W22 (road traffic and access); and W25 and W25A (plant and buildings).

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- (iv) **Shepway District Local Plan Review (2006)** – Policies SD1 (sustainable development), E1 (employment sites) and E5 (control of industrial, warehousing and office development).
- (v) **Kent Minerals and Waste Development Framework** – Minerals and Waste Core Strategy: Strategy and Policy Directions Consultation (2011) draft Core Strategy Policies CSW1 (sustainable waste management and climate change); CSW2 (waste hierarchy); CSW3 (strategy for waste capacity); CSW5 (strategy for non strategic waste sites); CSW6 (location of non strategic waste sites); CSW7 (approach to waste management for MSW and C&I waste); CSW16 (other forms of waste development); DM1 (sustainable design); DM7 (protection of the water environment); DM8 (health and amenity and DM9 (cumulative impact).

Consultations

- 14. **Shepway District Council** - No objection to the proposal but recommends that: the hours of use be limited to those specified in the application form; an acoustic fence similar to that erected on the adjoining site is continued along the boundary edge; and the number of skip lorries parked on site is restricted to that currently in use.
- 15. **Folkestone Town Council** – No comments received
- 16. **Environment Agency (Kent Area)** – No objection to the proposal. Advises that: stored waste should be sealed and secured at night and when the site is not in operation; the applicant develop a full drainage plan for the site; all potentially contaminated drainage is contained and drained to foul sewer with no discharge of potentially contaminated drainage to ground; site surfaces be maintained; and oils stored appropriately.
- 17. **KCC Highways and Transportation** – No objection to the proposal subject to conditions to ensure the provision and retention of the proposed vehicle parking spaces on site and 4 cycle parking spaces.
- 18. **Southern Water** – Has commented that any new connection to the public sewer would require a formal application to be made to Southern Water.
- 19. **Kent County Council Noise, Air Quality and Dust consultant** – No objection subject to the imposition of the following noise condition:-

At no time during the operation of the site shall the noise rating level $L_{A,T}$ (free field), calculated in accordance with the method provided in BS4142:1997, attributable to the operation of all fixed and mobile plant and machinery installed or otherwise used at the premises exceed the background noise level $L_{A90,T}$ at any residential property.
- 20. **County Archaeological Officer** – No comments.

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Local Member

21. The local County Member, Richard Pascoe was notified of the application on 7 November 2012. Mr Pascoe has commented that there is already a large recycling facility adjacent to the site. He has also requested that conditions be added to cover noise from dropped skips and the movement of empty skips.

Publicity

22. The application was publicised by the posting of a site notice, an advertisement in a local newspaper and the individual notification of 186 properties.

Representations

23. In response to the publicity, two letters of representation have been received from residential properties located on Downs Road. One of the representations seeks confirmation that the facility is not going to smelt metals by furnaces. The proposal does not include smelting of metals and there are no furnaces proposed. The other representation objects to the proposal because of concerns regarding an increase in noise to that already heard from the building material recycling facility located in the area and because of concerns that this will impact on quality of life and ability to enjoy residential amenity.

Discussion

24. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The proposal therefore needs to be considered against the Development Plan Policies and Government Policy and Guidance referred to in paragraph 13 above and other material planning considerations.
25. The main issues in this instance are:-
- Location;
 - Need;
 - Local amenity (e.g. noise and air quality);
 - Highways;
 - Ground and surface water; and
 - Visual impact.

Location

26. Unit 1 Park Farm Close is a very small site which already has permission for vehicle crash repairs. The proposed site is not allocated for waste management use in the Kent Waste

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Local Plan (Kent WLP). The suitability or otherwise of the proposed location for a metal recycling facility therefore needs to be considered against the criteria set out in Kent WLP Policy W3. This requires (i) ready access to the main highway network and (ii) locations which are within or adjacent to existing waste management operations or within areas of established or proposed general industrial use. Draft Policies CSW5 and CSW6 of the Kent Minerals and Waste Core Strategy: Strategy and Policy Directions Consultation (Kent MWDFCS) state that non strategic waste sites should be located in or close to urban areas (CSW5(c)), on land with an existing waste management use, where transport, operational and environmental benefits can be demonstrated as a result of co-location (CSW6(a)) and on existing suitable industrial / employment land (CSW6(c)). These criteria are consistent with those set out in PPS10.

27. The location of the proposed facility (i.e. a non strategic waste proposal) on Park Farm Industrial Estate within the urban area of Folkestone would accord (in principle) with Kent WLP Policy W3(ii) and Kent MWDFCS draft Policy CSW5(c). Subject to being able to conclude that the location is suitable and there being no unacceptable harm to sensitive receptors it would also accord with draft Policy CSW6.
28. The general suitability of a location within the Park Farm Industrial Estate (which is predominantly warehouse and office use) for a waste management activity has previously been considered in relation to the adjacent site operated by the Countrystyle Group. The County Council's Planning Applications Committee has considered various planning applications for that site on 17 February 2010 (SH/09/806), 19 June 2007 (SH/07/589), 14 June 2005 (SH/05/274) and 20 March 2001 (SH/01/50) and the principle of a waste use at the Industrial estate has already been accepted. The site has good access to the highway network consistent with Kent WLP Policy W3(i).
29. The location of this proposal next to an existing waste management operation offers some co-location benefits to the operator in relation to the skip hire business which would mean that loaded skips not containing metals or batteries could be taken directly to the neighbouring site. Whilst the proposed development is conveniently located next to other waste management and skip hire activities, it is functionally separate from these (see general location plan).
30. Park Farm Industrial Estate is identified as an established employment site in the Shepway District Council Local Plan (Shepway DCLP) where Policy E1 states that planning permission for industrial and commercial development or redevelopment will be granted subject to compliance with Policy E5 (which seeks to ensure acceptable environmental impacts and access, etc). The proposed change of use does not conflict with the aim of protecting employment sites. Full compliance with Policies E1 and E5 can only be assessed once other issues have been considered.
31. I consider that a change of use from vehicle crash repairs to a metal recycling facility together with parking of two skip hire delivery vehicles would be acceptable in principle and be consistent with the above locational policies subject to satisfying a number of

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other detailed considerations.

Need

32. PPS10 seeks to drive waste management up the waste hierarchy, regarding waste as a resource and looking to waste disposal as the last option. In terms of the waste hierarchy, the proposed development aims to separate waste metals from the waste stream in order to increase separation and recycling of waste and would provide a more desirable waste management option for up to 5,000tpa of industrial / commercial ferrous and non ferrous metal and 50tpa of hazardous waste in the form of waste vehicle batteries. The proposal would therefore contribute to sustainable waste management in the form of diversion of waste from landfill to recycling. Whilst the tonnage contribution to such diversion would be minimal, planning policy supports development that contributes to moving waste up the hierarchy.
33. Whilst there is currently sufficient recycling capacity for commercial and industrial waste in Kent to meet South East Plan (SE Plan) requirements, the evidence base for the emerging Kent MWDF indicates that additional capacity will be needed later in the Plan period (i.e. from about 2020). The proposal would assist in providing this capacity in a relatively small way and add to the number and mix of small recycling facilities in the area.
34. Given that the proposal would contribute to more sustainable waste management within the waste hierarchy, contribute to a mix of small sites and be in an acceptable location in principle, it remains to consider whether the proposed development would give rise to material harm and, if so, whether or not this could be satisfactorily controlled by planning conditions. This is assessed in the following sections.

Local amenity (e.g. noise and air quality)

35. Kent WLP Policy W18 requires satisfactory means of control over noise, dust, odour and other emissions, particularly in relation to its potential impact on neighbouring land uses and amenity. Linked to this, Policy W25 requires that the design and operation of development minimise visual and noise intrusion. PPS10 also requires consideration of the impact of a proposal to wellbeing and that there should not be significant adverse impact to environmental quality. Shepway DCLP Policy E5 states (amongst other things) that planning permission for development on employment sites will be permitted unless it would result in adverse noise and dust impacts.
36. The current planning permission for vehicle crash repairs at the site requires that activities take place within the building. The Kent WLP encourages waste separation and transfer activities for anything other than inert waste to be entirely under cover and it is expected that all but the smallest operations would be fully enclosed. Whilst the application proposes that most of the proposed activities would take place in the building (including cutting, bailing and cable stripping) some activities would also take place in the yard and between the yard and the building. This, allied with the nature of site operations (whereby

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materials are delivered to and handled on different parts of the site), would necessitate the doors to the building being left open whilst the facility is operational.

37. The applicant has carried out a noise survey in order to establish the noise impact of the proposal at the nearest residential dwellings during the proposed hours of operation when noise generating activities would be occurring. The survey and associated noise assessment takes account of the existing noise climate (including noise associated with existing waste management operations) such that potential cumulative effects are addressed. The noise assessment identifies the existing noise sensitive properties as being those located on Downs Road to the east approximately 85m from the site boundary and immediately adjacent to the skip storage yard operated by Countrystyle Group. It states that the main constant noise source in the area is machinery located and used within the neighbouring waste facility and traffic from local roads. It also states that other noise sources include occasional HGV movements, bangs from skips being moved within the neighbouring skip storage site and metal being moved within the application site and cars moving along Park Farm Close and Downs Road. The assessment states that noise generated from the proposed activities is likely to be impact related when recyclable metal is being moved around the site rather than continuous. The assessment concludes that the noise climate in the area is dominated by noise from other industrial facilities not associated with the proposed development and that the proposal would not impact on the ambient noise levels. It also states that the highest noise levels from the site when measured at the nearest residential dwellings would be below those already experienced due to other noise sources in the area. On this basis, the assessment concludes that noise should not be a reason to refuse planning permission.
38. Shepway District Council has not objected to the proposal but has recommended that an acoustic fence similar in height to that erected on the adjoining Countrystyle Group site should be extended to provide additional protection to local residents. One of the respondents (living in a property in an elevated position approximately 225m from the site in Downs Road) has objected to the proposal due to concerns about noise impact and as this would add to noise already emitted by existing waste management operations in the area.
39. The Countrystyle Group site has a 5.5m high acoustic fence containing site operations. However, those waste management operations are primarily external, involve screening and sorting waste materials using specialised plant and machinery (including an electric trommel screen) and are of a far greater scale than those proposed. In contrast to the neighbouring site activities, the proposed development benefits from being largely enclosed. This offers significant screening for the proposed activities. The applicant does not consider an extended 5.5m high acoustic fence to be necessary or reasonable due to the cost implications, as it would add little additional noise screening benefit and as it considers the proposed development to be acceptable in noise terms without such a fence. It should be noted that the potential benefit of such a fence has not been quantified or specifically assessed by the applicant and that access to the site would need to be obtained through it. Any requirement for a 5.5m high acoustic fence would need to

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be assessed against those issues raised by the applicant and be balanced against the small scale of the proposed operation, the potential benefit that any new fence might offer and other potential impacts (e.g. visual). There is also a 3m high acoustic fence between the skip storage area and the nearest housing on Downs Road which would continue to provide some acoustic benefit to those houses from any noise arising from the proposed development.

40. Whilst the noise assessment carried out by the applicant concludes that it is unlikely that the proposed development would add to the existing noise climate in the area, KCC's Noise Consultant has advised that it would have been preferable for the applicant to have provided noise monitoring data that removed the effect of passing traffic in Downs Road and / or used a monitoring location in one of the rear gardens of houses in Downs Road (rather than on Downs Road itself in a location between houses and a clear sight of the application site). Notwithstanding this, KCC's Noise Consultant has advised that he considers it likely that a noise assessment undertaken in this way would not indicate a problem with the proposed development and is satisfied that potential noise impacts could be reasonably addressed by the imposition of the following condition:-

- *At no time during the operation of the site shall the noise rating level $L_{A,T}$ (free field), calculated in accordance with the method provided in BS4142:1997, attributable to the operation of all fixed and mobile plant and machinery installed or otherwise used at the premises exceed the background noise level $L_{A90,T}$ at any residential property.*

41. I am satisfied that the proposed condition meets the relevant tests for planning conditions set out in Circular 11/95 (i.e. it is necessary, relevant to planning and the proposed development, enforceable, precise and reasonable) and that it would provide an acceptable means of addressing potential noise impact and protecting the amenity of local residents. I am also satisfied that there is no need in noise terms to extend the 5.5m high acoustic fence as suggested by the District Council. Subject to the imposition of the above condition, the proposed development would accord with the requirements of PPS10, Kent WLP Policy W18 and Shepway DCLP Policy E5 in so far as these relate to noise impacts.
42. Although some of the proposed operations would take place outside, I am satisfied that these are acceptable in this instance due to their limited scale (particularly when compared to other waste management operations nearby) and since the waste processing activities which have the most potential to be noise generating because of the use of machinery for cutting, bailing and cable stripping would be undertaken inside the building. The outdoor activities (i.e. the transfer of scrap metal into one of four containers located in the yard area and the compacting of metal by machine within these) are necessary for the effective operation of the proposed facility, would result in occasional noise impact and have been deemed to be acceptable by KCC's Noise Consultant. The requirement for specific operations to be undertaken within the building can be required by condition.

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43. Given the nature of the proposed waste streams and activities, I am satisfied that the proposal would not generate any other significant dust or other air quality impacts. On this basis, the proposed development would also accord with the air quality elements of PPS10, Kent WLP Policy W18 and Shepway DCLP Policy E5.

Highways

44. The application proposes on site parking for customers bringing material to the site. The applicant states that these would generally be by car and light goods vehicle and that site activities would peak towards the end of the working day when customers visiting the site would be in the order of 10 to 15 over an hour. There would be 2 HGV spaces for the parking of the two skip hire delivery vehicles overnight. One of the skip vehicles parked overnight would be used during the day for off site collections returning to the site only at the end of the working day. The other skip lorry would be used to move each of the four skips in the yard when they are full and to take them off site for further recycling. At busy times this could happen once a day.
45. KCC Highways and Transportation has no objection subject to conditions requiring the provision and retention of the proposed vehicle parking spaces and 4 cycle parking spaces. Given the size and nature of the proposed development and as the existing permission for vehicle crash repairs has no controls on the numbers of vehicles using the site, I am satisfied that the proposed development would not result in any unacceptable impacts on the highway.
46. The proposed facility would be located on an existing site in an industrial estate with ready access to the main highway network. Given this and the advice from KCC Highways and Transportation, I am satisfied that the proposed development is acceptable in highways terms and accords with the highways elements of PPS10, SE Plan Policy W17, Kent WLP Policy W22 and Shepway DCLP Policy E5.

Ground and surface water

47. Although the application proposes a change of use, with no amendments to the existing site infrastructure such as drainage systems currently in place, applications for waste management development should include satisfactory provision for control of site drainage in order to minimise the potential for adverse impacts on groundwater and surface water systems.
48. The Environment Agency has no objection to the proposal but has advised that all storage facilities for waste should be sealed and secured at night and when the site is not in operation. It has also advised that all potentially contaminated drainage from yard areas should be contained and discharged to foul sewer and that there should be no discharge of potentially contaminated drainage to ground.

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49. The Applicant has confirmed that all waste in the yard would be stored in skips unless contained within the building. No waste would therefore be stored on the ground in the open. When the site is not open, the building door would be closed and the gates would be locked. The applicant states that storage of material in skips in the yard would prevent any surface water contamination and that if accidental spillage were to occur it could be dealt with by the use of absorbent materials without danger to surface water or groundwater. Fuel storage is located in the yard area in double skinned tanks and the applicant advises that there is an oil interceptor in the yard area. The applicant does not currently propose to connect the yard site drainage to foul sewer, although it has confirmed that two toilets within the site building are connected to the foul sewer system. Any new sewer connections would need to be agreed with Southern Water.
50. I am satisfied that appropriate control over the potential impacts on groundwater and surface water can be achieved by imposing conditions relating to site drainage, site surfaces and fuel / oil storage arrangements. This would satisfy the requirements of PPS10, SE Plan Policies NRM1 and NRM2, Kent WLP Policy W19 and Shepway DCLP Policy E5. I am also mindful that waste management operations at the site would also be further regulated by the Environment Agency as part of its pollution control function.

Visual impact

51. The proposed development is for the change of use of an existing building and associated yard area which are already visible from outside the site (including from some properties in more elevated positions in Downs Road). Most of the proposed activities would take place within the established building and the other activities that would take place outside in the existing yard would not lead to unacceptable visual impacts within the context of a well established industrial estate. No amendments to the fencing, security, lighting or the building are proposed.
52. The suggested extension of the 5.5m high acoustic fence would have a significant visual impact on the area. Given that such an extension is not required in order for the proposed development to be acceptable in noise terms, I see no justification for this additional visual impact.
53. I am satisfied that the external appearance and visual impact of the proposed development would not cause significant adverse visual impact and is acceptable in terms of the requirements of PPS10, SE Plan Policy W17, Kent WLP Policy W25 and Shepway DCLP Policy E5.

Conclusion

54. The proposed development at Unit 1 Park Farm Close is acceptable in principle given that it lies within an established industrial estate and adjacent to another waste management facility. There is also strong policy support for moving waste up the waste hierarchy, away from landfill and increasing waste separation for recycling. The likely impacts

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arising from this small scale waste management proposal would not result in any significant harm and would, with imposition of appropriate conditions, be acceptable in all respects. On this basis, the application accords with relevant development plan policies and there are no material planning considerations that lead me to any conclusion other than that planning permission should be granted. I therefore recommend accordingly.

Recommendation

55. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO conditions covering (amongst other matters) the following:-

- 5 year implementation period;
- The development to be carried out in accordance with the submitted application and any subsequently approved details;
- Restricting waste types to those described in the application;
- Limiting the annual maximum throughput to 5,050tpa;
- Prohibiting end of life vehicles (ELV) from being accepted at the site for breaking and general domestic and industrial / commercial skip hire waste from being delivered, stored, transferred or held within the site;
- Hours of opening being restricted to between 0730 and 1700 Monday to Friday and 0830 and 1200 on Saturday with no operation on Sundays and Bank Holidays;
- Hours of operation for potential noise generating activities (e.g. receiving waste, moving waste in the yard and operating machinery in the building) being limited to between the hours of 0800 and 1600 Monday to Friday and 0830 and 1145 on Saturday;
- Use of the bailer, shearer and cable stripper to be only inside the building;
- Storage of waste batteries to be only within the building;
- Outdoor storage for metal waste being limited to 4 skips at any one time and the skips being covered at night;
- The parking of skip delivery vehicles on site being limited to two vehicles and restricting skip storage to specified locations;
- Provision and permanent retention of the vehicle parking and cycle parking spaces on site;
- Site drainage to be directed to be contained and discharged to foul sewer;
- Containment and bunding of oil and fuel storage facilities;
- Operational safeguarding measures in relation to dust, odour, lighting, mud and debris on the road; and
- The noise condition recommended by KCC's Noise Consultant.

Case Officer: H Mallett	Tel. no: 01622 221075
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Background Documents: see section heading
